Finnish Maritime Administration

CIRCULAR No. 10/1.6.1995

APPLICATIONS FOR APPROVAL OF INDIVIDUAL VESSELS

The Decree on Ship Surveys (748/83) has been amended by a decree (748/95) issued on 28 April 1995, which enters into force on 5 May 1995. A new Section 3 a, which includes provisions on the application for approval of individual ships, has been added to the decree. According to Section 3 a, applications regarding approval and survey of newbuildings shall be submitted to the Finnish Maritime Administration well in advance. All adequate details regarding existing ships shall be submitted to the Finnish Maritime Administration well in advance of the initial survey.

The Finnish Maritime Administration has made a decision based on Section 3 a of the Decree on Ship Surveys. This decision contains instructions for the application for approval of individual ships and requirements for data to be included in the application. The decision shall enter into force on 1 June 1995.

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Further information: Maritime Department

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FINNISH MARITIME ADMINISTRATION **DECISION** **Date: 8.5.1995**
No.: 1/30/95

Contents:	Instructions for the application for approval of individual ships and requirements for data to be included in the application
Based on:	Decree on Ship Surveys (748/83), Sections 3 a and 37
Target groups:	Shipowners
Validity:	1.6.1995 - until further notice

FINNISH MARITIME ADMINISTRATION DECISION ON THE APPLICATIONS FOR APPROVAL OF INDIVIDUAL SHIPS REFERRED TO IN SECTION 3 A OF THE DECREE ON SHIP SURVEYS

Helsinki, 8 May 1995

By virtue of Sections 3 a and 37 of the Decree on Ship Surveys (748/83), issued on 16 September 1983, the Finnish Maritime Administration has decided:

Section 1

In applying for the approval of an individual ship, the instructions given in the annex to this decision shall be observed.

Section 2

This decision shall enter into force on 1 June 1995.

Helsinki, 8 May 1995

Kyösti Vesterinen
Director General

Heikki Valkonen
Head of Maritime Department

FINNISH MARITIME ADMINISTRATION DECISION ON THE APPLICATION FOR THE APPROVAL OF INDIVIDUAL SHIPS REFERRED TO IN SECTION 3 A OF THE SHIP SURVEY DECREE
8.5.1995 No. 1/30/95 **ANNEX**

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1 APPLICATIONS FOR THE APPROVAL OF INDIVIDUAL SHIPS

1.1 General

The application for the approval of a newbuilding, a vessel to be repaired, a vessel acquired from abroad or a vessel to be converted into a merchant vessel shall be submitted to the survey authority well in advance of the scheduled operational start. The application shall be addressed to:

1. the Finnish Maritime Administration, or FMA (former National Board of Navigation (FBON)), if the vessel is of 500 GT or upwards and is a merchant vessel engaged on international voyages or in domestic trade;

2. the maritime district, if the vessel is of less than 500 GT and is a merchant vessel engaged in domestic trade.

Maritime district means the district where the ship is built, undergoing significant changes, submitted to initial survey or in the domain of which the ship is located when applying for an extraordinary survey. If the ship is built or surveyed abroad, its maritime district is determined according to its future port of registry. In case of doubt, the FMA decides which district the ship belongs to.

Drawings, diagrams, plans, calculations, charts etc. shall be submitted in triplicate. Several arrangements may be shown in the same drawing, if this can be done without causing confusion. Whenever necessary, the FMA or the maritime district may also request the submission of other documents than those mentioned below.

1.2 The application for approval shall include the following data:

1. name and address of applicant and address to which the decision should be sent (unless the same as the applicant's)
2. name of shipowner and reference person
3. name of ship, year and place of build, number of newbuilding, tonnage, DWT, IMO number and call signs, if known
4. intended use of the ship, intended trading area, and building standards applied (NB. The Nordic Boat Standard for Workboats 1990 is only applicable to vessels of 15 metres in length or less)
5. the nature of the application, expressed in the heading, and a more detailed explanation in the text
6. special solutions in the ship's construction, equipment, appliances or arrangements which affect its operation or safety but which do not appear distinctly in the appended drawings or statements
7. data on appliances and devices type-approved by the FMA, fitted or intended to be fitted on board
8. individual ship number assigned to the ship by the administration in previous correspondence regarding the ship
9. annexes and their numbers.

A more detailed outline of data required is given below.

1.3 The applications shall be addressed to:

Finnish Maritime Administration
Vuorimiehenkatu 1, P.O.Box 158
00141 Helsinki
phone (90) 18 081
fax (90) 180 8500

(the FMA's and the Gulf of Finland Maritime District's new address as of autumn 1996:
Porkkalankatu 5, P.O.Box 171
00181 Helsinki

Gulf of Finland Maritime District
Ship Inspection Division
Haapaniemenkatu 4 A, P.O.Box 285
00531 Helsinki
phone (90) 18 081
fax (90) 180 8460

Southwestern Maritime District
Ship Inspection Division
Uudenmaankatu 14, P.O.Box 351
20101 Turku
phone (921) 414 611
fax (921) 414 6180

Gulf of Bothnia Maritime District
Ship Inspection Division
Pitkäkatu 34 C, P.O. Box 20
65101 Vaasa
phone (961) 325 9311
fax (961) 325 9336

Inland Waterways District
Ship Inspection Division
Itäinen kanavatie 2
53420 Lappeenranta
phone (953) 62 591
fax (953) 625 9360

2 CREW ACCOMMODATION

Legislation

- Decree on Crew Accommodation Spaces (518/76), as amended (206/93)
- National Board of Labour Protection's Decision on Lighting in Crew Accommodation Spaces (212/80)
- National Board of Labour Protection's Decision on the Maximum Noise-level in Crew Accommodation Spaces (981/77)
- ILO Convention No. 133
- Government Resolution on Shipborne Working Conditions (417/81)
- Decree on Crew Fare on board Ship (601/85), as amended (1411/91, 207/93)

Crew accommodation spaces are:
- cabins, lounges, dining rooms, lavatories, games and hobbies rooms and hospitals
- stairways and corridors connecting the said spaces to each other.

The provisions concerning accommodation spaces are, to the extent appropriate, also applicable to crew work areas.

Drawings and other data

The following drawings and data shall be included in the application:

1. plan of safe manning
   - number of persons employed on board, grouped according to positions held: deck, engine, catering and radio department personnel (officers, petty officers and ratings)
   - length of periods on-duty, in case a relief system is applied

2. drawings
   - general arrangement
   - location of crew accommodation spaces
   - lighting
   - ventilation and heating
   - noise-level

3. detailed drawings with lists and/or tables presenting the following data
   - total and free space in crew accommodation spaces
   - free height of the accommodation space
   - furniture
   - size and number of wardrobes
   - number and volume of drawers
   - berth dimensions
   - free breadth of stairways and alleyways.

The scale applied shall be stated.

3 BRIDGE AND STEERING ARRANGEMENTS

Bridge arrangements shall be made taking the following regulations into account:

- ISO standard 8468 "Ships' bridge layout and associated equipment - Requirements and guidelines"
- DnV regulation "Klasse for nautisk sikkerhet"
- IMO Performance standards for navigational equipment 1988
- MO MSC/Circ. 403 "Navigating bridge visibility and function"
- SFS standard 8226 "Shipbuilding, desks"

Drawings and other data

The following drawings and data shall be included in the application:

3.1 Vessels engaged on international voyages

1 general arrangement, which describes the visibility in various directions and the location of navigating equipment and desks (scale 1:50, 1:25 or 1:20)

2 data on navigational equipment (type, manufacture and sources of energy)

3 location of magnetic compasses along with a specification of building materials and electrical equipment and cables contiguous to the compasses

4 data on alarm devices, instrumentation and displays.

3.2 Vessels engaged in domestic trade

Paragraph 3.1 applies to vessels engaged in domestic trade, in case the vessel is fitted with the said appliances.

4 RADIO EQUIPMENT

Legislation

- International Convention for the Safety of Life at Sea, 1974 (SOLAS), Chapter IV
- International Convention for the Safety of Life at Sea, 1988 (SOLAS), Chapter IV (GMDSS)
- Decree on Radio Installations on board Ship (31/92)
- FBON's Decision on the Application of Section 3 of the Decree on Radio Installations on board Ships (No. 1/30/92, Circular 3/1.2.1992), as amended (No. 8/30/92, Circular 13/31.12.1992)

Drawings and other data

The following drawings and data shall be included in the application:

1. trading area (sea areas A1 - A2), and data on standards applied

2. data on radio installations and reserve source of power (make, type and manufacturer)

3. drawing, which presents radio installations, control devices and power supply and the free visibility from the control panel required for navigation
   - may be included in the general arrangement mentioned under Section 3
   - a separate specification may be added concerning radio equipment (i.e. EPIRBs) located outside the bridge

4. copy of servicing agreement.

The radio equipment shall be fitted and installed in such a manner that the officer on watch is capable of using the equipment on the bridge without loosing visibility in the direction the ship is heading for. Nor shall the installations interfere with the watch.

5 NAVIGATING LIGHTS AND SIGNALS, SHAPES AND SOUND SIGNALS

Legislation

- Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG), as amended
- Decree on the Prevention of Collisions on Inland Waterways (252/78) (RULES FOR INLAND WATERWAYS), as amended (628/81, 302/88)
- Decision on the Equipment of Ferries Connecting Highways and the Supervision of their Trade, issued by the Ministry of Transport and Communications (221/88)
- International Convention for the Safety of Life at Sea, 1974 (SOLAS), Chapter II-1, Part D

Drawings and other data

The following drawings and data shall be included in the application:

1. drawings outlining the location and installation of lights and sound signalling devices

2. details of the said devices.

Details regarding the manufacturer, make and type of the device shall be included in the drawings and/or be appended (list of parts).

6 LIFE-SAVING ARRANGEMENTS

Legislation

- International Convention for the Safety of Life at Sea, 1974 (SOLAS), Chapter III
- International Convention for the Safety of Life at Sea, 1986 (SOLAS), Chapter III
- Decree on Life-saving Appliances of Ships (29/73)
- FBON's Decision Concerning Life-saving Appliances of Ships, 26 Jan. 1987 (239/87/101, Circular 2/1.3.1987), as amended (1430/00/88, 2/30/92, 6/30/93, 10/30/93, Circular 6/1.2.1994)

The life-saving plan shall be drawn on an appropriate scale, for instance 1:100, 1:50, 1:25 or 1:20. Its symbols shall be in colour.

A combined life-saving and fire control plan is called a safety plan.

The plan is a general arrangement of the ship with a clearly stated heading and the main dimensions of the ship mentioned (L.o.a., moulded length, moulded breadth, draught, gross tonnage and main engine output along with maximum number of persons/passengers carried on board).

In ships engaged on international voyages, the text of the plan shall be rendered in Finnish, Swedish and English. In ships engaged in domestic trade, the text shall be in Finnish or Swedish.

Symbols approved by IMO in Resolution A.760(18) shall be used in the plan.

Plans and other data

The following plans and data shall be included in the application:

6.1 Passenger ships engaged on international voyages

1. life-saving or safety plan, including
   - survival craft (type, number, carrying capacity and stowage)
   - other life-saving appliances (type, number and stowage)
   - rescue stations and their location
   - passenger spaces and their capacity
   - muster stations

2. means of escape plan, including
   - escape routes and reserve escape routes and related calculations (day and night scenario)

3. general arrangement of alarm system

6.2 Other passenger ships

1. life-saving or safety plan (scale 1:50, 1:25 or 1:20), including
   - survival craft (type, number, carrying capacity and stowage)
   - other life-saving appliances (type, number and stowage)
   - passenger spaces and their capacity
   - escape routes and reserve escape routes
   - other drawings and specifications of interest

6.3 Cargo ship of 500 GT or above engaged on international voyages

1. life-saving or safety plan (scale 1:100, 1:50, 1:25 or 1:20), including
   - survival craft (type, number, carrying capacity and stowage)
   - other life-saving appliances (type, number and stowage)

2. means of escape plan, including
   - escape routes and reserve escape routes (alternatively to be included in the life-saving or safety plan)

3. general arrangement of the alarm system

6.4 Other cargo ships

1. life-saving or safety plan (scale 1:50, 1:25 or 1:20), including
   - survival craft (type, number, carrying capacity and stowage)
   - other life-saving appliances (type, number and stowage)
   - escape routes and reserve escape routes.

7 FIRE PROTECTION

Legislation

- International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended
- Decree on Fire Protection on board Ships (152/72)
- IMO Res. A.654(16), Graphical Symbols for Fire Control Plans
- Regulations on Fire Extinguishing Systems and Appliances on Ship, issued by the FBON (3780/71/101), as amended (1531/73/101), (129/76/301, 1221/77/301)
- FBON's Decision on Fire Protection on board Certain Ships (1305/73/301, Circular 10/16.4.1973)
- FBON's Instructions concerning Fire Control Plans (2976/84/3052, Circular 14/12.10.1984)
- FBON's Decision on Fire Classification of Building and Furnishing Materials, 1984 (2980/84/3052, Circular 17/13.12.1984)
- Decree on Fishing Vessels (531/61), as amended (406/76, 618/79)

Drawings and other data

The following drawings (scale (1:100), 1:50, 1:25 or 1:20) shall be included in the application:

1. fire control plan for vessels of more than 15m in length, in colour, (symbols according to IMO Res.A.654(16) shall be used)
2. general arrangement (names and volumes of spaces, main dimensions of the ship)
3. method of fire protection
4. main vertical and horizontal zones
5. description of construction, insulation materials and fire classes of divisions (decks, bulkheads, doors) which are fire-classified
6. construction of openings in fire-classified and watertight bulkheads and decks
7. data and diagrams of fixed explosive gas detection systems
8. means of escape (exits, emergency exits)
9. ventilation arrangements (ducts, fans, closing arrangements, stopping arrangements, penetrations)
10. fire detection systems, fire alarm systems and explosive gas detection systems (names, location, functional description, main and emergency sources of power), and cable runs of the system
11. description of remote operation of closing devices of ventilation fans and ducts, fire-doors, fuel valves and other similar devices
12. fire piping diagram showing fire hydrants, pipe bores and materials, closing devices and location, pressure and capacity of pumps, as well as fire hoses (name, length) and nozzles (name)
13. fixed extinguishing systems (arrangement drawing, functional description, alarm devices, operating instructions, maintenance instructions and extinguishing medium calculations)
14. paint store fire extinguishing system
15. portable and transportable fire extinguishers (name, size, fire class, location and reserve charges)
16. fireman's outfit (make, location and number)
17. additional equipment for helicopter deck.

In the case of passenger ships details on the capacity and location of bilge pumps is also required.

In the fire control plan, symbols according to IMO recommendation MSC/Circ.451 shall be used.

8 HULL AND HULL EQUIPMENT (unclassed ship)

As for required drawings, please consult the competent authority.

Legislation

- Decree on the Survey of Ships (748/83), as amended (822/88, 925/88, 1441/93 and 748/95)
- Instructions for Hull Surveys, 1989, issued by the FBON

Drawings and other data

8.1 Hull

Hull dimensioning shall comply with the construction regulations of an authorized classification society mentioned in the drawing. The Nordic Boat Standard for Workboats, 1990 or the classification society's rules are applicable to vessels of max. 15 metres in length. Special solutions or constructions shall be documented by strength calculations.

The following drawings (scale (1:100) 1:50, 1:25 or 1:20) shall be included in the application:

1. shell plating (laid out) and railing
2. keel, stem and stern frame
3. double bottom and bottom wells
4. floor plates and keelsons
5. frames and stringers
6. deck beams and decks
7. watertight bulkheads
8. watertight bulkhead penetrations and watertight doors
9. deck house
10. drainage pipes and scuppers
11. ventilation pipes and ducts
12. engine housing

8.2 Hull equipment (unclassed ship)

1. rudder, rudder stock and bearings
2. side scuttles with closing devices
3. mooring equipment and arrangements
4. anchoring devices
5. deck covers, casings and skylights, watertight doors, masts and rigging
6. cargo hatches with closing devices
7. vehicle ramps with closing devices
8. stairway ladders and railings
9. tank sounding and air pipes with valves
10. towing and launching appliances
11. cargo securing devices.

9 MACHINERY (unclassed ship)

As for required drawings, please consult the competent survey authorities.

Drawings and other data

The following drawings (scale (1:100), 1:50, 1:25 or 1:80) shall be included in the aplication:

1. general arrangement of engine room
2. exhaust pipes and silencers
3. fuel valve instant shutting arrangements and construction
4. engine room ventilation system
5. pump stations

9.1 Main propulsion unit

1. technical data on main engine, reduction gear, if any, and coupling
2. shafting (screw, intermediate shaft, bearings and bearing shell
3. stern tube flanges and lubrication system
4. remote operation and emergency stoppage systems and their constructions

9.2 Auxiliary systems

The piping diagram shall include pipe sizes and materials used and the maximum stream viscosity of liquids.

1. starting system for main and auxiliary engines
2. fuel system
3. lubricating oil system
4. cleaning system for fuel and lubricating oil
5. cooling systems (sea water and fresh water)
6. pressure air system
7. heating system

9.3 Other machinery arrangements

1. exhaust system
2. ballast system
3. steam generation and distribution system
4. hydraulic system
5. sanitary water system
6. fresh water system
7. waste disposal system
8. inert gas system.

10 ELECTRICAL INSTALLATIONS (unclassed ship)

The Nordic Boat Standard for Workboats, 1990 is applicable to vessels of not more than 15 m in length.

Drawings and other data

The following diagrams, drawings and lists shall be included in the application:

1. the distribution of electrical energy described in the form of a block diagram including distribution system, network, short-circuit calculations for generator connections, energy-level calculations and data on main installations (manufacturer, make, dimensioning, set points and approvals etc.)

2. drawings of main switch board, emergency switch board and gear assembly rising mains, including details of consumption, supply currents, current ratings, cable types and sizes, rated values applied, data on main components (manufacturer, make, dimensioning, set points and approvals etc.)

3. diagrams showing the location of the gear, power supply, cable types and sizes, main installation types and their approvals, main installation sealing classes:
   - rudder steering and alarm system
   - fuel oil pump and fan alarm stopping devices
   - control and signalling system of watertight doors;
   - accumulator system; diagrams and calculated capacity
   - emergency lighting
   - calculations regarding deck, cargo space, crew and passenger accommodation space, work area and engine room lighting
   - navigation lights and signal lights
   - sound-powered telephone and emergency communication
   - fire detection system
   - general alarm system
   - list of engine and system remote operations

4. test protocols, including:
   - insulation resistance test of the network as a whole
   - load test of main electrical installations and testing of safety installations
   - load test of emergency electrical installations and testing of safety installations and alarm signals

10.1 Machinery control

1. block diagram of main and auxiliary engine automation including remote operation, emergency stopping devices and details of the main installations of the whole system, approvals and power supply

2. block diagram of engine and system automation including details of the main installations, approvals and power supply
3. list of alarm signals relating to main and auxiliary engines and system control (set points and limiting values)

4. list of components.

11 STABILITY

Legislation

- Decree on Ship Stability (588/72), as amended (781/85)
- Stability Provisions for Ships, issued by the FBON, 1972 (2134/72/101)
- The Stability of Tugs, decision issued by the FBON (1679/82/101, Circular 17/9.12.1985)

The Nordic Boat Standard for Workboats, 1990 is applicable to vessels of not more than 15 m in length.

In general, data on the stability of vessels engaged in inshore trade need not be submitted to the FMA. Tugs, the keels of which have been laid or which have been acquired from abroad 1.1.1987 or later and doubledecked passenger ships form an exception. The surveyor may request an inclining test. The test is supervised by a surveyor from the FMA or the maritime district.

Drawings and other data

The following drawings and data shall be included in the application:

11.1 Passenger ships engaged on international voyages

1. intact stability calculations according to chapter II-1 of the SOLAS Convention or IMO Res. A.265(08) on watertight integrity as well as drawings describing watertight bulkheads, watertight doors etc.

11.2 Ships at least 24 m in length

1. lines plan
2. general arrangement
3. capacity plan, or information on the weight and coordinates of centre of gravity for light ship and volumes and centres of gravity for holds and tanks
4. hydrostatic curves or tables
5. cross curves or MS curves or corresponding tables
6. flooding angle as function of the draught
7. moment of ice as function of the draught
8. corrections to GM for the effect of free liquid surfaces in tanks
9. KM as function of draught, and of trim if the figures essentially change with trim, as diagrams or tables
10. inclining test report
11. GZ curves and calculations for the loading conditions mentioned in Section 5 of the stability provisions for ships, 1972

12. minimum GM curves or tables as function of draught, and of trim if the figures essentially change with the trim, taking/not taking into account the possibility of icing

11.3 Ships at least 24 but not more than 70 m in length

1. information mentioned under 11.2

2. maximum rolling period curves or tables as function of draught, taking/not taking into account the possibility of icing

3. when the hull form of the ship essentially differs from the usual, information on the loss of stability of the ship fully loaded on a wave crest.

12 CARRIAGE OF GRAIN

12.1 Ships engaged in domestic trade (trading area III)

The Decree on the Carriage of Grain on board Ship (301/88), as amended (1444/93), is applied.

The ship shall apply to the FMA for a specific approval regarding which one of the measures mentioned in Section 4.1 of the decree (301/88) shall be applied.

12.2 Ships engaged on international voyages

The ship shall have a certificate for the carriage of grain, issued by the FMA, and approved grain loading data.

The revised chapter VI of SOLAS, in force since 1.1.1994, is applied. In the new chapter VI, the carriage of grain is dealt with generally. Detailed grain rules have been transferred to a separate code (International Code for the Safe Carriage of Grain in Bulk). The details required are listed under paragraph 6:

1. curves or tables of volumes, vertical centres of volumes, and assumed volumetric heeling moments for every compartment, filled or partly filled, or combination thereof, including the effects of temporary fittings

2. tables or curves of maximum permissible heeling moments for varying displacements and varying vertical centres of gravity to allow the master to demonstrate compliance with the requirements of Reg. 4 (c)

3. details of the scantlings of any temporary fittings and, where applicable, the provisions necessary to meet the requirements of Part C 1 (E)

4. typical loaded service departure and arrival conditions and where necessary intermediate worst service conditions

5. a worked example for the guidance of the master

6. loading instructions in the form of notes summarizing the requirements

7. ship's particulars

8. lightship displacement and the vertical distance from the intersection of the moulded base line and midship section to the centre of gravity (KG)

9. table of liquid free surface corrections

10. capacities and centres of gravity.

13 LOAD LINE CERTIFICATES

13.1 Ships engaged on international voyages

The International Convention on Load Lines, 1966 (SopS 52/68), as amended, or the Bilateral Agreement on Load Lines to be used in the Baltic (SopS 26/88) is applied.

Classed ships:

- the classification society establishes the load line, supervises its application and issues an intermediate load line certificate, which forms the basis for the final certificate issued by the FMA.

Unclassed ships:

- the data required in the Load Line Convention shall, so far as practicable, be submitted to the FMA along with the Hull Survey Certificate.

13.2 Ships engaged in domestic trade

The Decree on Freeboards of Ships engaged in Domestic Trade (855/88) is applied. The FMA has issued instructions on the establishing of load lines and the issuing of national load line certificates (2372/00/88, Circular 15/23.11.1988). For ships of less than 24 m in length a freeboard may be assigned on the owner's request.

The Nordic Boat Standard for Workboats, 1990 is applicable to vessels of not more than 15 m in length.

14 TONNAGE CERTIFICATES

A ship, the keel of which has been laid on 18 July 1982 or later and which is not less than 12 metres in length shall carry an international tonnage certificate before it can be engaged in merchant shipping.

All ships of not less than 12 metres were obliged to acquire an international tonnage certificate (1969) by 17 July 1994.

Prior to admeasurement, the shipowner, the master or the shipbuilder shall submit a written application for admeasurement to the ship admeasurer of the competent maritime district. The application shall be made on a standard form used by the FMA.

The application for admeasurement of a newbuilding shall be submitted immediately after construction work has commenced.

The applicant shall submit adequate drawings to the ship admeasurer and the FMA.

Drawings and other information

14.1 International Tonnage Certificate (1969)

The following drawings and data shall be included in the application for an international tonnage certificate:

1. general arrangement (final)
2. laying-out table (frame distance table)
3. stability information (Bon-Jean curves)
4. midship section
5. lines drawing and body plan
6. double bottom structure
7. engine room arrangement
8. drawing presenting the afterpeak
9. drawing presenting the forepeak
10. engine room arrangement
11. accommodation plan.

14.2 Suez Canal Special Tonnage Certificate

The following drawings shall be included in the application for a tonnage certificate, unless submitted in connection with former admeasurements:

1. capacity plan
2. general arrangement
3. midship section
4. description of frames
5. steel structure drawing presenting the profile, plan, forepeak and afterpeak, the floor plates in the engine room, that part of the ship which is fitted with a double bottom and cross sections amidships, in the engine room and the bow
6. body plan (possibly lines drawing)
7. laying-out tables, deck, tank top, waterlines, verticals and possible diagonals
8. accommodation plans
9. engine room arrangement
10. plans showing details of the conditions upon which the deduction of water ballast spaces is claimed:
    - piping arrangement: bilge, ballast, fresh water, and fuel oil
    - pumping installations
    - manholes to water-ballast spaces outside the double bottom
11. plans showing details of the conditions upon which the exemption of certain spaces is claimed, for instance drawings of the second deck (openings and closing arrangements).

14.3 Panama Canal Tonnage Certificate

The drawings mentioned under 14.2 shall be submitted.

15 POLLUTION PREVENTION

Legislation

- Act on the Prevention of Pollution of the Marine Environment by Ships (300/79), as amended (739/85, 154/86, 733/86, 204/87, 1288/89, 607/90, 606/93, 589/94, 1417/94, 371/95)
- Decree on the Prevention of Pollution of the Marine Environment by Ships (635/93)
- MARPOL Convention 1973/1978, as amended
- Helsinki Convention (Helcom)
- Decision on Double Bottoms for Oil Tankers (296/30/90, Circular 6/5.2.1990), issued by the FBON

15.1 Vessels engaged on international voyages

The FMA has authorized four classification societies to carry out surveys of ships classified by them so as to comply with, inter alia, the Pollution Prevention Decree (635/93) (1/315/91, Circular 5/20.5.1992).

As regards unclassified ships, details on pollution prevention arrangements made in compliance with the said decree shall be submitted for approval.

The FMA may issue international pollution prevention certificates, if during surveys the ship is found to meet the requirements of the said decree.

15.2 Vessels engaged in domestic trade

As regards ships in domestic trade, details on pollution prevention arrangements according to the above decree shall be submitted for approval to the competent maritime district.

15.3 Double bottoms in oil tankers

In accordance with FMA's decision on double bottoms in oil tankers:

- the FMA issues a double bottom certificate for oil tankers on request
- the maritime district gives the customs authorities a statement on the double bottom of oil tankers on request.

16 MANNING

Legislation

- Decree on the Manning of Ships and the Certification of Seafarers (250/84), as amended (216/86, 779/86, 130/88, 678/88, 1043/90, 316/92, 1443/93, 590/94, published in Circular 5/16.1.1995)
- Decision on the Manning of Ships and the Certification of Seafarers (1265/90), issued by the Ministry of Transport and Communications

The said decree is applied to Finnish motor vessels engaged in merchant shipping and crews serving on board such ships.

The FMA gives, on application, a preliminary statement regarding the safe manning of a ship.

Applications for FMA resolutions on the safe manning of individual ships shall be submitted to the FMA, if the ship is engaged on international voyages or is the Administration's own ship and to the maritime district, if the ship is engaged in domestic or inshore trade.

The applicant shall submit a plan for the safe manning of the ship, state the grounds for it and give details on:

1. the watchkeeping on board
2. the automation level of the machinery
3. the automation level of other equipment
4. the provisions arrangements and
5. the trading area.

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